C5800-30

THE WEEKLY OF
BUSINESS AVIATION™

Vol. 54 No. 9 | INTELLIGENCE | Page 89

FEDERAL AVIATION ADMINISTRATION continues to forecast very little growth in the number of general aviation aircraft and number of pilots. At the agency's annual Aviation Forecast Conference Friday in Washington, FAA said "the active general aviation fleet will grow slowly (up 0.5 percent annually) over the 12-year forecasting period," with turbine-powered airplanes and helicopters showing the strongest annual growth rates, 2.6 percent and 6.1 percent, respectively. At the beginning of 1991, FAA said there were 702,659 pilots in the U.S. and the agency is forecasting an annual growth rate of 1.2 percent, boosting the pilot population to 810,800 by 2003. Number of pilots that will hold airline transport (ATP) ratings by 2003 is estimated at 153,900, or 19 percent of the total. That compares with 107,732 ATP pilots in 1991, or approximately 15.3 percent of the total pilot population.

IN AN UNUSUAL ACTION, the National Transportation Safety Board last week supported FAA's findings regarding a series of Piper Malibu accidents even though the board has not yet issued its own report on the accidents. NTSB investigations are pending in four Malibu accidents, but the board said "in none of the accidents did the safety board find any structural problems with the aircraft." *See related article on Page 90.*

PROPOSAL by the Province of Saskatchewan and a group of private investors to acquire most of the assets of Piper Aircraft Corp. still has not been submitted to the federal bankruptcy court overseeing Piper. Vice Chairman C. Raymond Johnson previously said he expected the proposal to go to the court a month ago *(BA, Feb. 3/47)*, but he told *BA* Friday that formal submission of the proposal has been delayed by issues raised by attorneys for the creditors committee. Johnson said he hopes remaining questions will be resolved this week at a meeting between representatives of the creditors committee and the proposed purchasers, clearing the way to present the proposal to the court. Johnson said he also anticipates receipt of a similar purchase proposal from a group of British Columbia investors this month.

GAO REPORT CALLS FOR INCREASED AIR TAXI INSPECTIONS; NATA DISPUTES FINDINGS

The General Accounting Office came under fire last week after releasing a report that called for more FAA inspections of air taxi operations and raised the possibility of requiring fitness reviews for firms providing on-demand air service. The report, *Air Taxis – The Most Accident-Prone Airlines – Need Better Oversight*, said air charters had as many fatalities as scheduled air carriers from January 1990 through July 1991 and 31 more than the number killed in regional airline accidents. "Adequate FAA oversight is critical to ensuring the safety of the almost five million people who annually fly on air taxis," GAO said, adding that FAA does not perform all required annual routine inspections of air charter operators. The report by GAO, an investigative agency of Congress, said routine inspections "have had limited effectiveness in discovering air taxi operators' safety violations." GAO also said FAA has not conducted an industry-wide special inspection of air taxis since 1985 because it gives Part 121 airlines and commuters a higher priority.

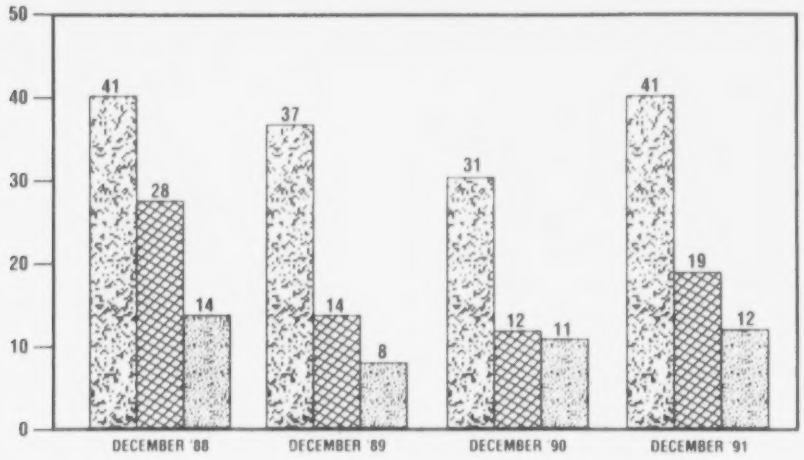
The report spurred a hearing last week before the House Public Works investigations and oversight subcommittee, which is considering whether legislation is needed to improve the inspection program and remove air charters' statutory exemption from the fitness reviews that are required for scheduled airlines. However, critics of the report – the Department of Transportation, Federal Aviation Administration, National Air Transportation Association and a few members of Congress – charged that GAO presents an unbalanced view

(Continued on Page 90)

NOW ONLINE WORLDWIDE

The Weekly of BUSINESS AVIATION • 1156 15th Street, N.W. • Washington, D.C. 20005 • 202-822-4600 • FAX 202-293-2682 • Dave Collogan/Editor, Kerry Lynch/Assistant Editor, Martin Sibley/Senior Copy Editor, Tom Woodall/Publisher • Published weekly by the Aviation Week Group of McGraw-Hill, Inc., 1221 Avenue of the Americas, New York, N.Y. 10020. (ISSN No. 0509-9628/90) • Officers of McGraw-Hill, Inc.: Joseph L. Dionne, Chairman, President and Chief Executive Officer; Robert N. Landes, Executive Vice President, General Counsel, and Secretary; Harold W. McGraw, III, Executive Vice President; Frank D. Penglase, Senior Vice President, Treasury Operations; and Kenneth E. Gazzola, Executive Vice President, Aviation Week Group. • Subscription rates: Within the U.S., one year $450, 6 months $290. Quantity rates on request. Mailed first class. COPYRIGHT © 1992 by McGraw-Hill, Inc. All rights reserved. None of the content of this publication may be reproduced, stored in a retrieval system, or transmitted in any form or by any means (electronic, mechanical, photocopying, recording or otherwise) without the prior written permission of the publisher.

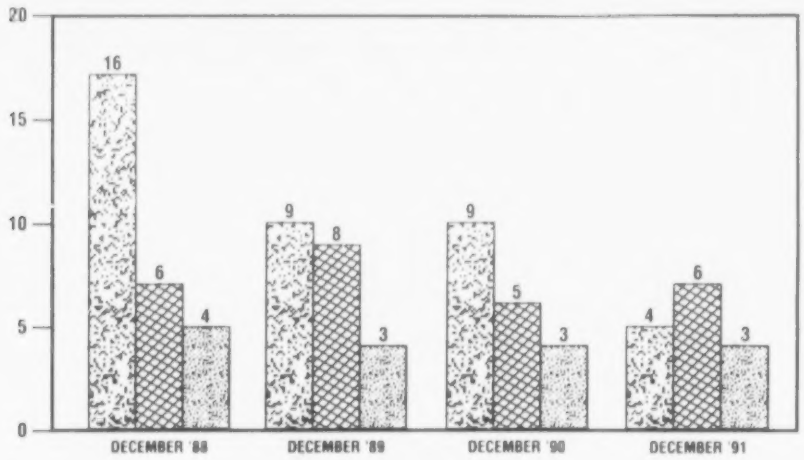
USED RETAIL JET DELIVERIES — NORTH AMERICA



FOR DECEMBER OF 1991

LIGHT MEDIUM HEAVY

USED RETAIL JET DELIVERIES — OUTSIDE NORTH AMERICA



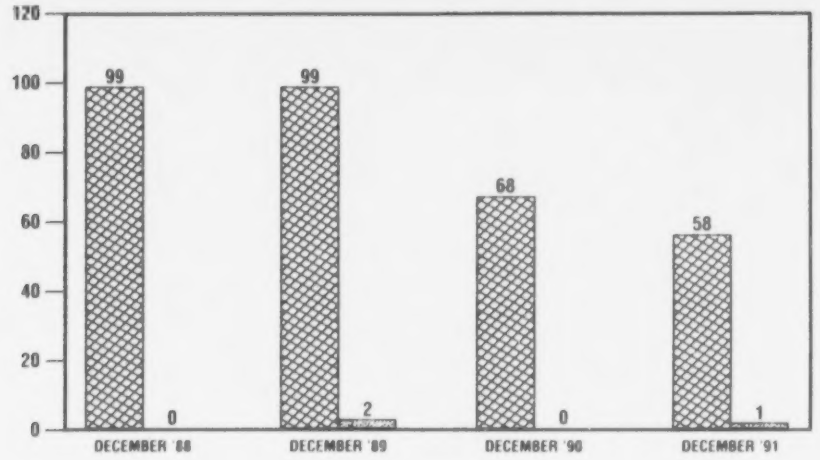
FOR DECEMBER OF 1991

LIGHT MEDIUM HEAVY

SOURCE: AVDATA, INC., WICHITA, KS

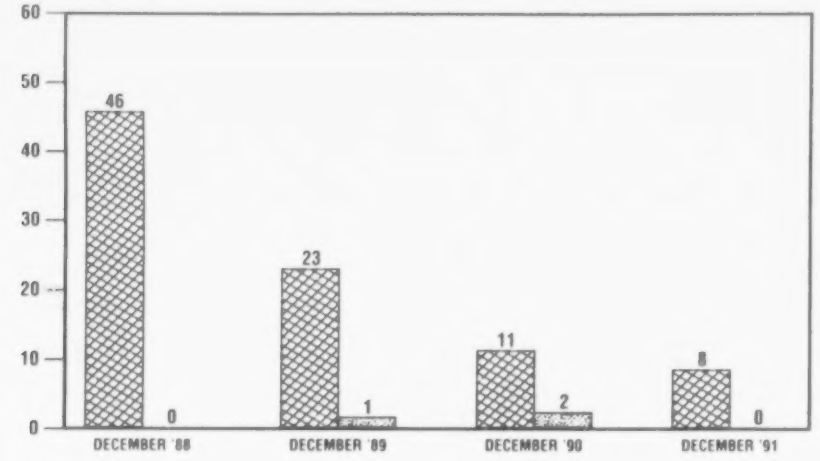
JANUARY '92

USED RETAIL TURBOPROP DELIVERIES — NORTH AMERICA



FOR DECEMBER OF 1991

USED RETAIL TURBOPROP DELIVERIES — OUTSIDE NORTH AMERICA



FOR DECEMBER OF 1991

SOURCE: AVDATA, INC., WICHITA, KS

JANUARY '92

Airport and Airway Trust Fund
Income Statement
October 1, 1991 - December 31, 1991

	Current Month	Year-to-Date
RECEIPTS		
Excise Taxes (Transferred from General Fund):		
Liquid Fuel other than Gas	$ 9,687,000.00	$ 29,062,000.00
Transportation by Air, Seats, Berths, etc.	349,051,000.00	1,075,076,000.00
Use of International Travel Facilities	20,907,000.00	62,503,000.00
Transportation of Property and Cargo	20,070,000.00	60,002,000.00
Gasoline:		
Commercial 9 cents tax	224,000.00	673,000.00
Non-commercial 9 cents tax	2,512,000.00	7,535,000.00
Non-commercial 2.9 cents tax	0.00	0.00
Total Tax Receipts	$ 402,451,000.00	$ 1,234,851,000.00
Less Reimbursement to the General Fund (Refund of Taxes and Estimated Tax Credits):		
Aircraft Use Tax	$ 0.00	$ 0.00
Aviation Fuels Commercial	3,640,820.00	6,546,470.00
Gas Retailers Tax	0.00	0.00
Total Reimbursements:		
Tax Receipts	$ 3,640,820.00	$ 0.00
Net Tax Receipts	$ 398,810,180.00	$ 1,228,304,530.00
Interest on Investment	$ 316,477,361.60	$ 318,228,841.40
Accrued Interest Income	(521,056,521.77)	0.00
NET RECEIPTS	$ 194,231,019.83	$ 1,546,533,371.40
OUTLAYS		
Interest on Refunds & Credits	$ 0.00	$ 0.00
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (267,080,000.00)	$ (907,373,833.47)
National Oceanic and Atmospheric Administration (NOAA)	(8,847,250.00)	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)
TOTAL OUTLAYS/TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)
SURPLUS/(DEFICIT)	$ (81,696,230.17)	$ 630,312,287.93

From Treasury Department data.

AVITAS AVIATION

(Continued on Following Page)

COPYRIGHT © 1992 McGRAW-HILL, INC.

Airport and Airway Trust Fund
Balance Statement
As of December 31, 1991

ASSETS		
Undisbursed Balances:		
Available for Investment	$ (3,640,081.47)	
TOTAL UNDISBURSED BALANCE		$ (3,640,081.47)
Receivables:		
Intrest Receivables		
TOTAL RECEIVABLES	$ 0.00	$ 0.00
Investments:		
U.S. Treasury Certificates of Indebtedness		
8-1/4% matures 6/30/92	15,193,672,000.00	
8% matures 06/30/92	125,108,000.00	
7-7/8% matures 06/30/92	$ 820,690,000.00	
NET INVESTMENTS		$ 16,139,470,000.00
TOTAL ASSETS		$ 16,135,829,918.53
LIABILITIES & EQUITY		
Beginning Balance	$ 15,505,517,630.60	
Net Change	630,312,287.93	
TOTAL EQUITY		$ 16,135,829,918.53
TOTAL LIABILITIES & EQUITY		$ 16,135,829,918.53

Activity Report
October 1, 1991 - December 31, 1991

	Current Month	Year-to-Date
UNDISBURSED BALANCES:		
Operations	$ 321.00	$ 396.00
Grants-in-Aid	(44,531,272.91)	(13,852,150.11)
Facilities & Equipment	4,962,088.86	67,305,391.74
Research Engineering Development	(4,189,766.35)	6,932,502.50
TOTAL UNDISBURSED BALANCE	$ (43,758,629.40)	$ 60,386,140.13
EXPENSES		
Operations	$ (321.00)	$ (371.00)
Grants-in-Aid	171,931,272.91	469,727,540.12
Facilities and Equipment	114,717,911.14	396,234,038.52
Research Engineering Development	24,189,766.35	49,909,603.71
NOAA Aviation Weather Services	8,847,250.00	8,847,250.00
DOT/Rental Payments	0.00	0.00
TOTAL EXPENSES	$ 319,685,879.40	$ 924,718,061.35
NON-EXPENDITURE TRANSFERS		
Department of Transportation	$ (267,080,000.00)	$ (907,373,833.47)
National Oceanic and Atmospheric Administration (NOAA)	(8,847,250.00)	(8,847,250.00)
TOTAL NON-EXPENDITURE TRANSFERS	$ (275,927,250.00)	$ (916,221,083.47)

From Treasury Department data.

AVITAS AVIATION

COPYRIGHT © 1992 McGRAW-HILL, INC.